

THE REPUBLIC.

Mrs. Grumble's Soliloquy.

By FANNY FERN.

"There's no calculating the difference between men and women boarders. Here's Mr. Jones, been in his house these six months, and no more trouble to me than my gray kitten. If his bed is shook up once a week, and his coats, cravats, left undisturbed in the middle of the floor, he is as contented as a pedagogue in vacation time. Take a woman to board, and (if it is perfectly convenient) she would like drapery instead of drop-curtains; she'd like the windows altered to open at the top, and a wardrobe for her flounced dresses, and a few more nails and another shelf in her closet, and a bench to put her feet on, and a little rocking-chair, and a big looking-glass, and a peacock shade for her gas-burner. She would like breakfast later than your usual hour; tea ten minutes earlier; and the gong, which shocks her nerves so, altogether dispensed with. She can't drink coffee because it is exhilarating; brown sugar, and chocolate too heavy. She doesn't do any housework. English breakfast food is the only beverage which agrees with her delicate spinster organization. She can't digest a roast or a fried dish; she might possibly peck at an egg, if it were boiled with one eye on the watch. Pastry she never eats, unless she knows from what dairy the butter came which enters into its composition. Every article of food prepared with butter, salt, pepper, mustard, vinegar, or oil, or bread, or meat with yeast, soda, milk, or saleratus, she decidedly rejects. She is constantly washing out little duds of lace, collars, handkerchiefs, chemises, and stockings, which she fastens up to the front windows to dry; giving passers-by the impression that your house is occupied by a blanchisserie; then jerks the bell-wire for an hour or more for relays of hot smoothing-irons, to put the finishing stroke to her operations. She is often afflicted with interesting little ailments and infirmities, requiring the immediate consolation of a dose of hot lemonade or ginger tea; choosing her time for these complaints when the kitchen fire has gone out and the servants are on a furlough. Oh! nobody knows, but those who've tried, how immensely troublesome women are! I'd rather have a whole regiment of men boarders. All you have to do is to wind them up in the morning with a powerful cup of coffee, give them a *caric blanche* to smoke, and a night-key, and your work is done."

UNITED STATES SHIPS BUILT AT PORTSMOUTH NAVAL STATION.—It is believed that Portsmouth, N. H., has furnished more national vessels than any other naval port in the country; the following is a list of them, with their rates and dates of launch:

Falkland, 54.....1690 Washington, 74.....1814 Bedford, 52.....1696 Porpoise, 14.....1828 America, 50.....1774 Concord, 18.....1828 Raleigh, 32.....1776 Preble, 16.....1839 Ranger, 18.....1777 Congress, 50.....1841 America, 74.....1782 Saratoga, 30.....1842 Crescent, 32.....1780 Portsmouth, 30.....1843 Portsmouth, 24.....1798 Saratoga, 6.....1848 Congress, 36.....1799

The Saratoga is a steam frigate. To this list may be added the line-of-battle ship Alabama, and frigate Santee, now under cover, and whose keels were laid some time anterior to the present generation (I believe in 1819), and which seem likely to get launched about the time they will become valuable to Barnum or other curiosity mongers, for their antique style of architecture.

Most of the ships in the above list were built on an island opposite Portsmouth, on which the present navy yard is located, and which is an appendage to the town of Kittery, in the State of Maine. The island was purchased during the administration of John Adams for \$5,500, and contains fifty-eight acres of land, the following are some of the historical reputations, either from their deeds or the facts connected with them. Thus the Falkland, a 54-gun ship, built by order of the British government, was the first ship of war built on this side of the Atlantic; she was a fourth-rate of those days, and perhaps may be styled a ship of the line.

The Raleigh, 32, is identified with the fame of Paul Jones, and had also the honor of being the first to wear the stars and stripes, and the first to obtain a salute for them from a foreign navy power.

The America, 74, built in 1782, was the first line of battle ship ever built by our Government, and was intended for the flag of Paul Jones; she was, however, presented by the Continental Congress to Louis XVI of France, who had recently lost the *Magnifique*, 74, wrecked on our coast, and in compliment for his effective services during the Revolution. She was subsequently captured by the British. The America was fifty feet six inches in breadth, and one hundred and eighty-two feet six inches long on the upper deck, and at that time the largest 74-gun ship in the world. The Crescent, 32, next built, was given as a tribute to the Dey of Algiers, at the time when our navy was too small to venture too far to pay for its audacity in more appropriate coin.

The Raleigh, 52, made several gallant defenses, and was at last captured by two ships of superior force, after she had been run on shore and set fire to.

The present frigate Congress is the largest and is considered the finest frigate in the navy.

SALE OF MOORE'S LETTERS.—The letters of Moore, the poet, have just been sold in London. They were put up in five hundred lots, and though some of the lots were bought in the great majority were knocked off to as many different purchasers. Of course it will be practically impossible to collect this correspondence together again. It might have afforded considerable assistance in the production of that honest biography of the poet which Lord John Russell has failed to give, and which, therefore, some other writer will have eventually to undertake. But this consideration was not allowed to weigh against the practically more important one, "but money in my purse." The letters, it was known, would bring more or less cash, since parties would be found to buy, some from motives of idle curiosity, and others from a desire to possess the autograph of the poet. So the correspondence was bundled off to the auctioneer, and that it might fetch the highest possible price, was divided into as many lots as possible. Yet, after all, the sum realized was not large. The public interest in the Moore letters seems to have been less than was imagined, or some other cause—it would be idle to conjecture what produced this result.

The sale of these letters ought to cause due reflection on the part of all persons given to epistolary correspondence, especially politicians, literary men, young ladies, &c. *Id est omne genus.* The publication of the letters of Hoyt correspondence was bad enough. But in that case the principal parties were alive, and could perhaps have bought back the letters if they wished. When a man is dead, however, he can do nothing. Anybody may buy up his letters, even the most confidential; may laugh at them, sneer over them, publish them, and the poor tenant of the grave must submit to it all in quiet. The cupidity of his executors, or of others who may happen to have his epistles, places him at the mercy of every fellow who can spend five dollars in buying a few of his letters at an auction, or who can revenge himself for some past or fancied slight by purchasing and publishing the confidential communications of the dead. This practice of selling letters has grown, in fact, to an alarming extent. Nobody seems to respect the privacy of such things, provided the writer is dead, and his autograph is worth even a shilling. Beware, therefore, what you write. We to you, if in writing, you think you can trust your correspondent. Expect, if you will write, and you are not a mere nobody, to find your letters sold as regularly as your personal effects.—*Philadelphia Bulletin.*

EATING WILD HONEY.—We understand that a valuable negro man belonging to Dr. Sheffall, of this county, died a few days since in consequence of eating honey. This is the second case of the kind which has occurred within a few weeks.

Traveller's Guide.

Departure of Cars and Steamboats from Washington. The cars leave the station, at the intersection of New Jersey avenue and C and D streets, for Baltimore and intermediate places; at six and eight o'clock a. m. and half-past three and five p. m. On Sundays at six a. m. and five p. m. only. The second and fourth are express trains, stopping only at the Relay House and Annapolis junction.

The cars leaving Washington at six a. m. and five p. m. meet the cars from Baltimore at the Washington junction (or Relay House), for Wheeling.

The train leaving Washington on Saturday afternoon goes no farther than Philadelphia; the one of Sunday morning only to Baltimore.

The cars leave the Alexandria (Va.) station, corner of Duke and Henry streets, for Warrenton and the intermediate points, at eight o'clock a. m., except Sunday, and at a quarter before two o'clock p. m. A daily stage runs between Gordonsville and Culpeper in connection with the cars on this and the Virginia central roads.

The steamboats leave the wharf for the South at fifteen minutes past six a. m. and nine o'clock p. m., or immediately after the arrival of the first and the last train of cars from Baltimore.

The steamer George Washington, or the Thomas Collier makes three trips a week to Mount Vernon and Fort Washington, leaving the wharf at half-past nine o'clock.

The steamboats George Washington, Thomas Collier, and Union leave for Alexandria every hour during the day.

Arrangement of the Mails at the Washington Post Office, July 1, 1853.

The Great Eastern Mail, from Baltimore, Philadelphia, New York, Boston, &c., and Buffalo, &c., arrives at 6 a. m., and 9 p. m., daily; and the mail sent from the office, to and by those places, closes at 4 and 9 p. m., daily.

The Southern Mail closes daily at 7 and 9 o'clock p. m., and is received daily by 6 o'clock a. m., and 4 p. m.

The second Eastern and Great Western Mails are received by 6 p. m., the latter closes at 3 p. m., the former at 9 p. m., daily. The mail trains north of Philadelphia arrive there in time to connect with the train for Baltimore, which brings the Great Mail to arrive here by 6 a. m. No eastern mail is received at the office on Sunday night, and no eastern mail to be sent beyond Baltimore, is made up on Saturday night.

The mail for Annapolis, Md., and Norfolk, &c., and adjacent places in Virginia, is closed every night, except Saturday, at 9 p. m., and is received six times a week, with a mail from Baltimore, Md., by 12 m.

The mail from Georgetown, D. C., is received twice daily, by 8 a. m. and 5 p. m., and it is closed for that place at the same hours.

The mail from Rockville, &c., Md., is received by 6 p. m., and it is closed for those places at 9 p. m., daily.

The mail from Brookville, &c., Md., is received by 5 p. m. of Monday, Wednesday, and Friday, each week, and closes same days at 9 p. m.

Papers and pamphlets can be sent, without being prepaid, to any part of the United States; but double postage is charged on delivery. The postage on foreign printed matter must be prepaid.

The office is open at 6 a. m. for delivery of letters and papers received by previous mails, and at 8 a. m. for general delivery, and at 9 o'clock p. m. daily, except Sunday, and on that day it is open from 8 to 10 a. m., and from 7 to 8 o'clock p. m.

*Norfolk, &c., three times by Baltimore; four times by Richmond.

(At a Meeting of the Board of Directors of the Metropolitan Mechanics' Institute, held at their rooms on Seventh street, the following resolution was passed:

Resolved, That the rooms of the Institute be opened daily, through the week days excepted, from 4 to 10 o'clock p. m., and that the public generally be invited to visit the same.

CHARLES CALVERT, Recording Secretary.

(Young Men's Christian Association.—Rooms Foulers' Building, Seventh street, below E, near the General Post Office.—The Library and Reading Rooms are open every day, (Sunday excepted,) between the hours of three and ten p. m. The best religious newspapers and the standard reviews and magazines of this country and Great Britain are regularly received. Citizens and strangers will be cordially welcomed.

By Order of the Association. Mar 4—eotf

F. BROWN'S ESSENCE OF JAMAICA GINGER.—THIS ESSENCE is a preparation of unusual excellence. In ordinary diarrhoea, incipient cholera—in short, in all cases of prostration of the digestive functions it is of inestimable value. During the prevalence of epidemic cholera and summer complaints of children it is peculiarly efficacious. No family, individual, or traveller should be without it, as it enables the system to resist the influence of incipient disease which lurk in a changing climate.

Caution.—Be sure to get the genuine essence, which is prepared only by F. BROWN, at his Drug and Chemical Store, N. E. corner of Fifth and Chestnut streets, Philadelphia, and for sale by all the respectable apothecaries in the United States.

And in Washington City, D. C., by Patterson & Nairn, Z. D. Gilman; and in Alexandria, by J. R. Pierpont. June 27—W&S3m

OFFICE OF CORRESPONDENCE, Seventh Street, near the Post Office Department, Washington, D. C.

ALL PERSONS having business in Washington should be informed that the undersigned has established here an OFFICE OF CORRESPONDENCE, for the purpose of giving any information desired in relation to every possible and proper subject of inquiry by persons in any part of the world. Those wishing to know how to proceed in any business they may have before Congress, in the public offices, &c., will be discreetly advised; and when professional or other aid may be necessary, the best will be procured or recommended.

The undersigned will regard all matters communicated to him in connection with this office as sacredly confidential.

Every letter of inquiry must be postpaid and contain a fee of ONE DOLLAR, which will generally be the only remuneration required; but should it not compensate for the service, he will be obliged to return the money to the sender. The proper amount will be stated in a satisfactory letter in reply.

Address (postage prepaid) THOMAS C. CONNOLLY, Office of Correspondence, Washington, D. C.

Mr. THOMAS C. CONNOLLY is known to us as a worthy citizen, a gentleman of intelligence, and a clear, accurate, and ready writer; and we regard him as eminently qualified for the duties of a prompt, and faithful performance of the useful duties connected with his new and original design of an Office of Correspondence.

PROPOSALS FOR STATIONERY.

DEPARTMENT OF THE INTERIOR, WASHINGTON, June 23, 1853.

IN CONSEQUENCE of the informality in the proposals received at this Department, pursuant to the notice of the 14th ultimo, and in order to effect the object designed by the 17th section of the act of Congress approved the 26th of August, 1842, it becomes necessary to extend the time for receiving proposals.

Notice is therefore hereby given that sealed proposals for the stationery which may be required for the use of this Department and its several bureaus, during the fiscal year ending the 30th June, 1854, will be received at this Department until 3 o'clock p. m., on Saturday, the 13th day of August next, when the bids will be opened in presence of such of the bidders as may be present.

Those unaccompanied by satisfactory testimonials of ability to fulfill a contract will not be considered.

The bidder to whom the award may be made will be required to enter into contract within thirty days after being notified of the acceptance of his offer.

All the articles must be of the very best quality, samples of which must accompany the bids, and the Department reserves the right to retain such samples and pay for the same at the prices stated in the offer, or to return them at its option.

Each proposal must be signed by the individual or firm making it, and must specify a price, and but one price, for each and every article named in the schedule. Should articles be required not counted for, they are to be furnished at the lowest market prices, according to quality. Blank forms for proposals will be furnished at the Department to persons applying for them; and as, without uniformity therein, the Department would find it difficult to make a decision, none will be taken into consideration unless substantially agreeing therewith.

All the articles to be furnished and delivered without delay when ordered, and to the satisfaction of the head of the office for which they are required.

The Department reserves the right of ordering a greater or less quantity of each and every article contracted for, as the public service may require.

Bonds, with approved security, to be given by the person or persons contracting; and in case of a failure to supply the articles, the contractor and his sureties shall be liable for the forfeiture specified in each bond as liquidated damages.

The submitted list specifies, as nearly as now can be done, the quantity and description of the articles that will be wanted:

STATIONERY.

Writing paper, made of linen, laid or wove, white or blue—

15 reams folio post, satin or plain finish, faint lined, and trimmed, to weigh not less than 17 pounds per ream

50 reams folio cap, hand made, faint lined, and trimmed, to weigh not less than 12 pounds per ream

10 reams foolscap, plain machine, faint lined, and trimmed, to weigh not less than 12 pounds per ream

10 reams foolscap, blue laid, hand made, faint lined, garden pattern, commonly known as despatch or consular paper, to weigh not less than 16 pounds per ream

150 reams quarto post, hand made, plain, faint lined three sides, per ream

125 reams quarto post, machine, plain, faint lined three sides, per ream

5 reams quarto post, hand made, plain, faint lined four sides, per ream

5 reams quarto post, French, faint lined three sides, per ream

15 do note paper, gilt, per ream large size

5 do do plain do do do small size

10 do do gilt do do do do

5 do do plain do do do do

3 do do medium paper, for books

40 do copying do

120 do envelope paper, yellow or buff, royal

60 do envelope paper, flat cap, white or blue

10 do large brown envelope

20 do blotting paper, royal

25 dozen patent blotting paper

30 sheets drawing paper, astorianian per sheet

25 do do double elephant

50 do do elephant

50 do tracing paper, largest size French do

34 do drawing paper, royal

5,000 binders' boards, 6 1/2 by 10 1/2 inches per 1,000

1,000 white card envelopes, plain per 100

5,000 small size white note adhesive envelope do

5,000 large size white note adhesive envelope do

5,000 letter size adhesive envelopes do

June 25—2aw13thAug

BRILLIANT SCHEMES, To be drawn at Wilmington, Delaware, in the month of July, 1853.

GREGORY & MAURY, MANAGERS.

\$37,000. Lottery for the benefit of the STATE OF DELAWARE.

Class 174, for 1853. To be drawn at Wilmington, Del., on Saturday, July 30, 1853.

14 drawn numbers of 73. BRILLIANT SCHEME.

1 prize of.....\$37,000

1 do.....16,000

1 do.....10,000

1 do.....7,000

1 do.....6,000

1 do.....4,000

1 do.....3,000

30 prizes of.....1,000

30 do.....500

40 do.....300

257 do.....200

Tickets \$10—Halves \$5—Quarters \$2.50—

Certificates of packages of 25 whole tickets \$130 00

Do do do 25 half do 65 00

Do do do 25 quarter do 32 50

Orders for Tickets and Shares and Certificates of Packages in the above Splendid Lotteries will receive the most prompt attention, and an account of each drawing will be sent immediately after it is over to all who order from me.

Address P. J. BUCKEY, Agent, June 22 Wilmington, Delaware.

BRILLIANT SCHEMES, To be drawn at Wilmington, Delaware, in August, 1853.

GREGORY & MAURY, MANAGERS.

\$35,000! \$17,500! \$10,000! Lottery for the benefit of the STATE OF DELAWARE.

Class 180, for 1853. To be drawn at Wilmington, Del., on Saturday, August 6, 1853.

BRILLIANT SCHEME.

1 prize of.....\$35,000

1 do.....17,500

1 do.....10,000

1 do.....7,000

1 do.....6,000

1 do.....4,000

1 do.....3,000

30 prizes of.....1,500

30 do.....1,000

30 do.....500

190 do.....250

Tickets \$10—Halves \$5—Quarters \$2.50—

Certificates of packages of 25 whole tickets \$140 00

Do do do 25 half do 70 00

Do do do 25 quarter do 35 00

\$25,000! \$15,000! \$10,000! Lottery for the benefit of the STATE OF DELAWARE.

Class 186, for 1853. To be drawn at Wilmington, Delaware, on Saturday, August 13, 1853.

75 Number Lottery—14 Drawn Balls.

SPLendid SCHEME.

1 prize of.....\$53,000

1 do.....25,000

1 do.....15,000

1 do.....10,000

1 do.....5,000

1 do.....3,000

1 do.....2,000

20 prizes of.....1,500

20 do.....1,000

40 do.....500

Tickets \$15—Halves \$7.50—Quarters \$3.75—

Certificates of packages of 25 whole tickets \$170 00

Do do do 25 half do 85 00

Do do do 25 quarter do 42 50

Do do do 25 eighth do 21 25

\$40,000! Lottery for the benefit of the STATE OF DELAWARE.

Class 192, for 1853. To be drawn at Wilmington, Del., on Saturday, August 20, 1853.

75 Number Lottery—13 Drawn Balls.

SPLendid SCHEME.

1 prize of.....\$40,000

1 do.....20,000

1 do.....10,000

1 do.....6,000

1 do.....5,000

1 do.....4,000

1 do.....3,000

1 do.....2,500

20 prizes of.....1,000

20 do.....500

199 do.....200

Tickets \$10—Halves \$5—Quarters \$2.50—

Certificates of packages of 25 whole tickets.....120 00

Do do do 25 half do.....60 00

Do do do 25 quarter do.....30 00

\$65,000! Lottery for the benefit of the STATE OF DELAWARE.

Class 193, for 1853. To be drawn at Wilmington, Delaware, on Saturday, August 27, 1853.

75 Number Lottery—13 Drawn Balls.

MAGNIFICENT SCHEME.

1 splendid capital of.....\$68,000

1 splendid prize of.....30,000

2 prizes of.....10,000

3 do.....5,000

3 do.....4,000

3 do.....3,000

5 do.....2,000

20 prizes of.....1,000

50 do.....500

183 do.....200

Tickets \$20—Halves \$10—Quarters \$5—

Eightths \$2.50. Certificates of packages 26 whole tickets.....\$270 00

Do do do 26 half do.....135 00

Do do do 26 quarter do.....67 50

Do do do 26 eighth do.....33 75

Orders for Tickets and Shares and Certificates of Packages in the above splendid Lotteries, will receive the most prompt attention, and an account of each drawing will be sent immediately after it is over to all who order from me.

Address P. J. BUCKEY, Agent, July 27 Wilmington, Delaware.

LIBERTY STOVE WORKS & HOLLOWWARE FOUNDRY, Philadelphia.

THE UNDERSIGNED respectfully inform the public, that having still further enlarged and improved their WORKS, and increased their facilities, they are now prepared to execute orders for stoves, hollow-ware, &c., on the most reasonable terms.

They invite the attention of SOUTHERN and WESTERN MERCHANTS to their large and extensive assortment of NEW PATTERNS,